



## Inspector's Daily Report

IDR Sheet	1	of	1	Sheets	Final Record Book	Page			
Contract	C-7852			Day	Wednesday		Date	October 13, 2010	

DIARY - Including but not limited to: a report of the day's operations, time log (if applicable), orders given and received, discussions with contractor, and any applicable statements for the monthly estimate.

7:45 am - 9:00 am

I arrived at the Hyak office around 7:45 am to work on my IDR from 10/12/2010. I called Brad Schut (WSDOT Inspector) around 9:30 am and he indicated that he wanted me to look at the slope configuration at the east end of the project and we could conduct a lift inspection on the west end of the project.

9:00 am - 10:30 am

I drove to the east end of the project and met with Brad Schut and Rocki Bishop. From approximate station 1340+60 to 1341+90, the contractor did not encounter bedrock as expected and is currently at the approximate finished grade elevation. The existing cutslope is around 42 degrees with an overlying 38 degree natural slope. I recommended that the contractor lay the slope back with a 1.25H:1V slope configuration and then place jute mat on the new cutslope in an attempt to revegetate the slope.

Brad, Rocki and I walked to the west end of the project to conduct a lift inspection from approximate station 1329+15 to 1330+35 to approximate elevation 2600 MSL (Figure 1). We located 10 Type L pattern dowels and re-located 2 spot dowels. Five of the pattern dowels are located in the first row of pattern dowels and the other 5 pattern dowels are located in the second row of pattern dowels throughout this section. An additional pattern dowel should be located behind the hard toe around station 1329+25. In order to continue the lower (second) row of pattern dowels, the contractor needs to excavate 4 to 5 feet of material throughout this section.

10:30 am - 12:00 pm

I drove to the Hyak office around 10:30 am to download photographs and work on my 12/13/2010 IDR.

I left the office around 12:00 pm.

Michael P. Mulhern



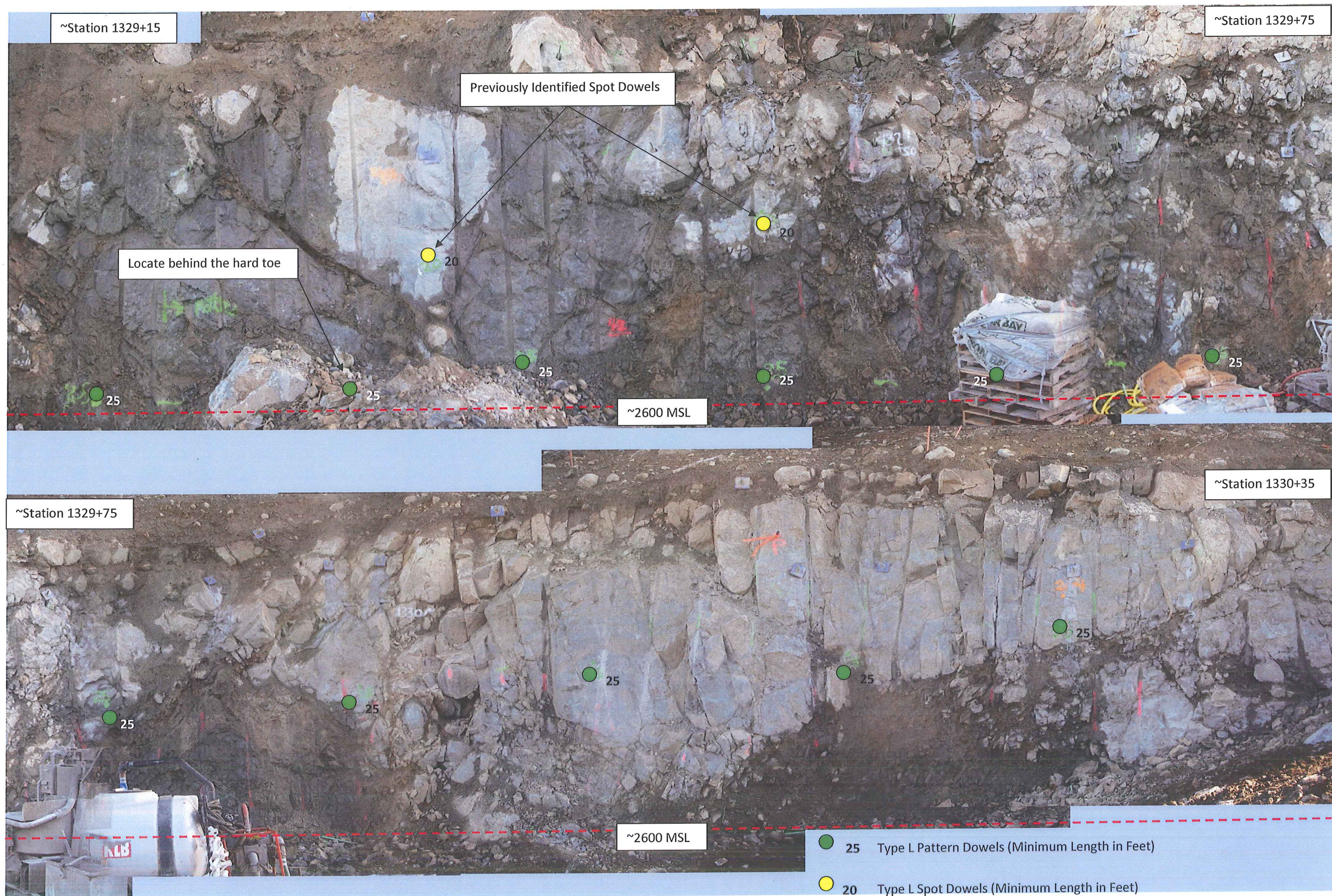


Figure 1. A photograph showing the lift inspection from approximate station 1329+15 to 1330+35 to approximate elevation 2600 MSL.